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SECURITY INFORMATION

COUNTRY East GermanyREPORT NO. NAME Brandis AirfieldEVALUATION see belowPLACE OBTAINED

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25X1A DATE OF CONTENT 25X1A DATE OBTAINED DATE PREPARED 26 October 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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11. The following air activity was observed at the field between 19 August and 1 October:

19 August. No flights were made during hazy weather.

20 August. There was little air activity. Low level attacks were made between 6 p.m. and 7 p.m. Individual aircraft were observed aloft at about 6:30 p.m.

21 August. Between 8:45 a.m. and 11:15 a.m., take-offs and landings were made by a few Il-10s.

22 August. Between 6 a.m. and 10 a.m., individual and formation flights were made. There was a 1/10 overcast.

23 August. No air activity was observed. The sky was 8/10 overcast.

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25 August. Between 7 a.m. and noon, there was intensive air activity including flying in formations of two, three and four.

26 August. A formation of eight Il-10s was observed over the field at 7:40 a.m. During the morning, there was intensive air activity including individual and formation flights. Flying was again practiced between 5 p.m. and 6:30 p.m.

27 August. In the afternoon, twin-engine aircraft crossed over the field at intervals of 10 to 15 minutes.

29 August. Between noon and 3 p.m., there was intensive air activity including formation flying by eight Il-10s.

30 August. At about 3:30 p.m., six Il-10s landed at the field. There was a closed ceiling.

31 August. No air activity was observed. The sky was 4/10 overcast.

2 September. During the afternoon, flying was practiced by twin-engine aircraft including some flying at low altitudes.

3 September. In the afternoon, twin-engine aircraft crossed from the northeast to the southwest over the field.

4 September. A Po-2 landed at the field at 10:45 a.m. Individual flights were made between 5 p.m. and 7 p.m. Aircraft were observed over the field between 8 p.m. and midnight.

5 September. Two landings by Po-2s were made during the noon hours. There was a closed ceiling. Between 12:15 p.m. and 1:15 p.m., take-offs were made by 11 ground attack aircraft which headed northeast.

6 September. No air activity was observed at 3:30 p.m.

7 September. Shortly after noon, three MiG-15 and U-MiG-15s crossed over the field. At 1:20 p.m., a Il-10 took off heading northeast.

8 September. No air activity was observed.

9 September. Between 10 a.m. and 11:30 a.m., Il-10s were observed over the field. A Yak 14 landed at 10:45 a.m.

10 September. Between 12:30 p.m. and 2 p.m., there was intensive air activity by Il-10s. At 1:20 p.m. and 2:40 p.m., a twin-engine aircraft each crossed over the field from the northeast to the southwest.

11 September. No air activity was observed throughout the day. At 7:30 p.m., night flying was started by Il-10s, while searchlights were in operation. Two and four Il-10s repeatedly took off at short intervals.

12 September. A Il-10 landed at 1:20 p.m. and a Yak-14 at 1:50 p.m.

13 and 14 September. No air activity was observed.

15 September. Four MiG-15 and U-MiG-15s crossed over the field at 2:40 p.m. and a Il-10 was observed aloft at 1:30 p.m. There were no clouds.

16 September. There was intensive air activity after 7:30 a.m. A formation of 9 Il-10s was repeatedly observed aloft. Between 10:40 a.m. and 11 a.m., a total flight each was made by a formation of 4 MiG-15 and U-MiG-15s and by a formation of 12 MiG-13 and U-MiG-15s. A twin-engine aircraft crossed over the field at 9:50 a.m.

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23 September. Night flying was practiced by IL-10s. On various days up to 1 October, individual and formation flights were made by IL-10s.²

3. The following observations were made at the field between 17 September and 1 October:

17 September. At about 10:30 a.m., the engines of all ground attack aircraft at the field were started and the aircraft were parked at a spread out pattern. Two aircraft simultaneously taxied to the take-off point, took off and circled once widely over the field. They approached the southern section of the field just east of Polenz at an altitude of about 20 meters. After flying over the fence, the aircraft let orange-colored smoke out while, at the same time, smoke cartridges flared up at about five spots on the landing field underneath the flying aircraft. The smoke was black at first and became blue-gray while dispersing. Only at one spot near the fire department was the smoke yellowish colored. The smoke which emerged from the aircraft and the smoke developed on the ground dissipated quickly. [redacted] the small strip on the landing field which was covered with smoke was not entirely obstructed to the view from above. After about 10 minutes, the smoke had disappeared almost completely. About 15 minutes after the first approach, a second approach was made with the same procedure. No alert signal was observed except that the distance between the individual aircraft was enlarged. The aircraft involved in the exercise had devices probably under their wings, close to the fuselage. The devices which were not longer than 50 cm could hardly be seen. Some of them looked like oil radiators on an aircraft; others like short and thick books. Such devices on aircraft as these were never observed again.³ 25X1

23 September. Twin-engine aircraft crossed over the field throughout the day. At noon, MiG-15 and U-MiG-15s were observed crossing over and after 5 p.m., dives and formation flights were made by IL-10s. Night flying was practiced from 7:30 p.m. until after midnight.

24 September. Twin-engine aircraft repeatedly crossed over the field from noon to west. Between 3 p.m. and 6 p.m., there was air activity by ground attack aircraft.

25 September. Between 8 a.m. and 6 p.m., dives and formation flights were made by ground attack aircraft. MiG-15 and U-MiG-15s crossed over the field.

26 September. No air activity was observed although the weather was fair.

1 October. At 8:30 a.m., 18 IL-10s took off in flights and subsequently assembled in a formation. They made practice flights while the formation was continually changed.

4. On 26 September, 8 new three-axle tank trucks, including 4 trailers, were parked near the garages. The vehicles were still observed at the same spot on 1 October. [redacted] a Russian inscription. Closeby were two old tank [redacted]

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5. [redacted] Comment. The unit mentioned was the ground attack regiment which transferred from Jessau to Brandis in December 1952. The names of the officers were reported for the first time.

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6. [redacted] Comment. Brandis airfield is occupied by a ground attack regiment equipped with IL-10s. The definite aircraft strength is not known but it is estimated at 25 to 40.

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7. [redacted] Comment. A smoke screening exercise at the airfield was held. This practice is reported for the first time. It cannot be determined at this time as to what type of smoke equipment was used in these exercises.

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